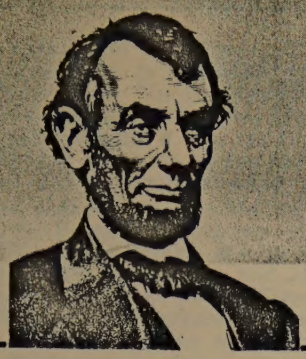

Lincoln Lore

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THE LINCOLN FUNERAL CAR

The railway car, which carried President Lincoln's remains from Washington, D. C., to Springfield, Illinois, in the spring of 1865, was considered a triumph of the car builder's art. On the one thousand six hundred and sixty-two mile funeral route, over a million people saw and admired this beautiful railway coach. However, it had not been designed originally as a funeral car, but as a private presidential car for the Chief Executive.

The idea of building a private car for the use of President Lincoln and his cabinet was first conceived by the War Department, and it was built under the supervision of Colonel D. C. McCallum, Superintendent of Military Railroads, at the United States Military Car Shops at Alexandria, Virginia. Because President Lincoln did considerable traveling, it was thought that a special railway car for his own personal use would be fitting for his position, as well as efficient for the conduct of the affairs of his office.

The car as originally constructed was forty-two feet long and eight and one-half feet wide. It had a raised roof like modern coaches with circular ends. It was divided into three compartments. A door in the vestibule of the coach opened into a narrow passageway which extended the entire length of the car along one side. From this passageway, doors opened into each of the three private rooms.

A room in the rear end of the car, the stateroom, was considerably larger than the others, and it was furnished with a large sofa and reclining chairs. The small rooms were also provided with sofas and chairs, although somewhat inferior to those in the larger room.

The large compartment was to be used as the President's office and study, where he could entertain guests and transact business with officials of the government and officers of the armed services.

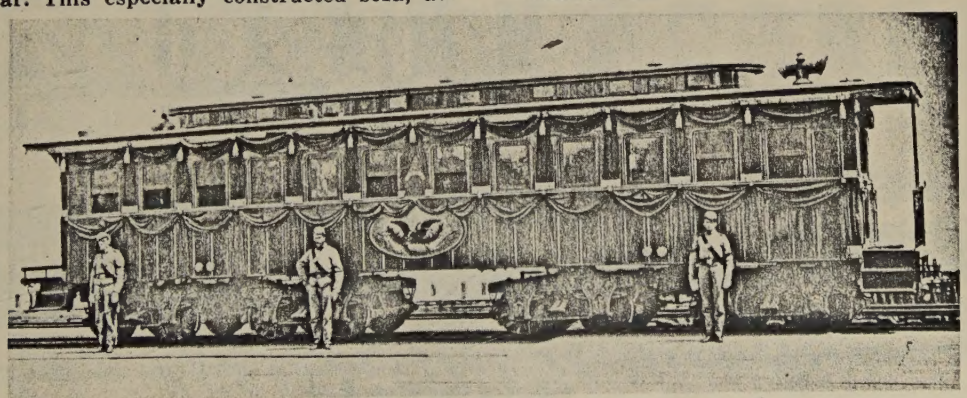
The seven and one-half foot sofa was a combination affair and was made of unusual length to accommodate the elongated form of the President. Used as a sofa or lounge during the day, it could be adjusted at night into a double bed of two berths, upper and lower, like berths in a sleeping car. This especially constructed sofa, according to George M. Pullman, was the forerunner of the berths used in Pullman sleeping cars today.

The walls of each of the compartments were padded with rich, corded crimson silk upholstery, reaching halfway to the ceiling. The upper deck, between the transoms, contained panels on which were painted coats of arms of the several states then forming the Union. The woodwork above the doors and windows on the interior was painted zinc white with decorations in gold and the national colors. Below the windows, the woodwork was of natural wood, oak and walnut. The curtains were of light-green silk.

On the outside, occupying a space five feet by two feet, were two oval shaped panels or medallions, of metal, on which was painted the coat of arms of the United States. Above the oval panels, between the windows, in small gold letters were the words "United States." The car's exterior was likely first painted a rich maroon color highlighted with decorations of gold leaf. However, when it was reconditioned as Lincoln's funeral coach, it was probably painted a dark olive color. The axles of the under trucks were covered with large protectors resembling, rather grotesquely, the shape of the American eagle.

The car was said to be ironclad, the armor plate being set in between the inner and outer walls, rendering it bullet-proof. This precaution, however, appears to have been of little consequence unless the window glass was also bullet-proof. Some of the men assisting in the construction of the coach in their reminiscences stated that "no armor was used in its construction." Nevertheless, the car was of such great weight that its builders thought it necessary to mount it on four, four-wheeled trucks. Because of its extreme weight and the manner in which it was mounted, "it rode . . . poorly."

The trucks were equipped with broad tread wheels to enable the car to run over nearly all gauge railroads in the United States. The large observation platform and the system of heating was new to the cars of that period and it marked a distinct advance in railway construction.



THE FUNERAL CAR

Photo taken at Chicago on the Lake Front, near Park Row, May 1, 1865, while on the way to Springfield with Mr. Lincoln's remains.

James T. Barkley of San Diego, California, in his miniscences published in the *New York Times*, December 13, 1930, wrote: "In December, 1863, I was detailed on recommendation of General McCallum, by General Thomas Holt, to build a new car for the president." Barkley stated that the rear of the car was to be Lincoln's quarters and the front room a washroom.

Some of the men assigned to the construction of the were W. H. Price, the foreman of the car shops, Lawrence O'Day, Nate Irwin, Myron H. Lamson, and Dennis O'Day. James T. Barkley and James Allen were the carpenters and Sergeant Robert Pierce was the artist and painter. Robert Cunningham worked on the trucks. According to Barkley, the car was completed the third week in May, 1864.

After making one trial trip over the Orange and Alexandria Railroad to Warrenton Junction, the car stood unused in the shops where it was constructed, although it was pronounced a perfect success.

It was erroneously reported years later that President Lincoln, Secretary of State Seward, Gen. McCallum, Myron H. Lamson, Lawrence O'Day and James T. Barkley made the trial run to Warrenton Junction.

Evidently Lincoln preferred not to travel in an armored car of luxurious appointments. Certain newspapers of New York took up the matter of the "presidential car" and were ready to chide Lincoln for such pretentiousness. How much this newspaper publicity influenced him, it is impossible to say, but he steadfastly refused to accept the car or to ride in it during his lifetime, even though he was notified that the car was in readiness for his use and preparations were underway to have it transferred to the nation's capital.

With the assassination and death of Lincoln, and the family's decision that the remains were to be taken to Springfield, Illinois, orders were issued by the War Department on April 18, 1865 to the officers in charge of the Military Car Shops in Alexandria, Virginia, to provide a suitable funeral car.

Myron H. Lamson, a member of the Washington City Home Guards and an enlisted mechanic in the service of the Baltimore and Ohio Railway Company, had a solution to the problem of the selection of a suitable funeral car. Having served as assistant foreman during the construction of the "presidential coach" and being familiar with the details of the car's interior, Lamson secured permission to make a few minor alterations which would make the car suitable for this imperative need. As Lamson was employed in the Baltimore and Ohio car yards in Washington, he was in a position to assume authority.

Using the center of the stateroom which was now heavily draped in black with heavy cords and tassels for the location of a hastily constructed catafalque, it was deemed possible to remove the remains with little difficulty, when special memorial services were held in the different cities along the route. At the same time, it would be easy to securely mount the coffin on the stationary catafalque while the train was in motion. The catafalque was shaped like a pyramid with a railing surrounding it, and it was possible for people to view the remains in the car. At the foot of Lincoln's casket was placed a smaller coffin, that of Willie Lincoln, the son who died in the White House in 1862. At Mrs. Lincoln's request, the dead father and son were to be interred in a vault in Springfield. Mrs. Lincoln was too ill to make the funeral journey.

With the necessary interior construction completed, and with the exterior suitably draped with broadcloth and silver fringe, the car was moved across the Potomac River in the early morning of April 21, to the railway station in Washington and attached to the rear of the funeral train already in waiting. Later, the funeral car was placed as the second coach from the rear, the family and officials using the rear coach.

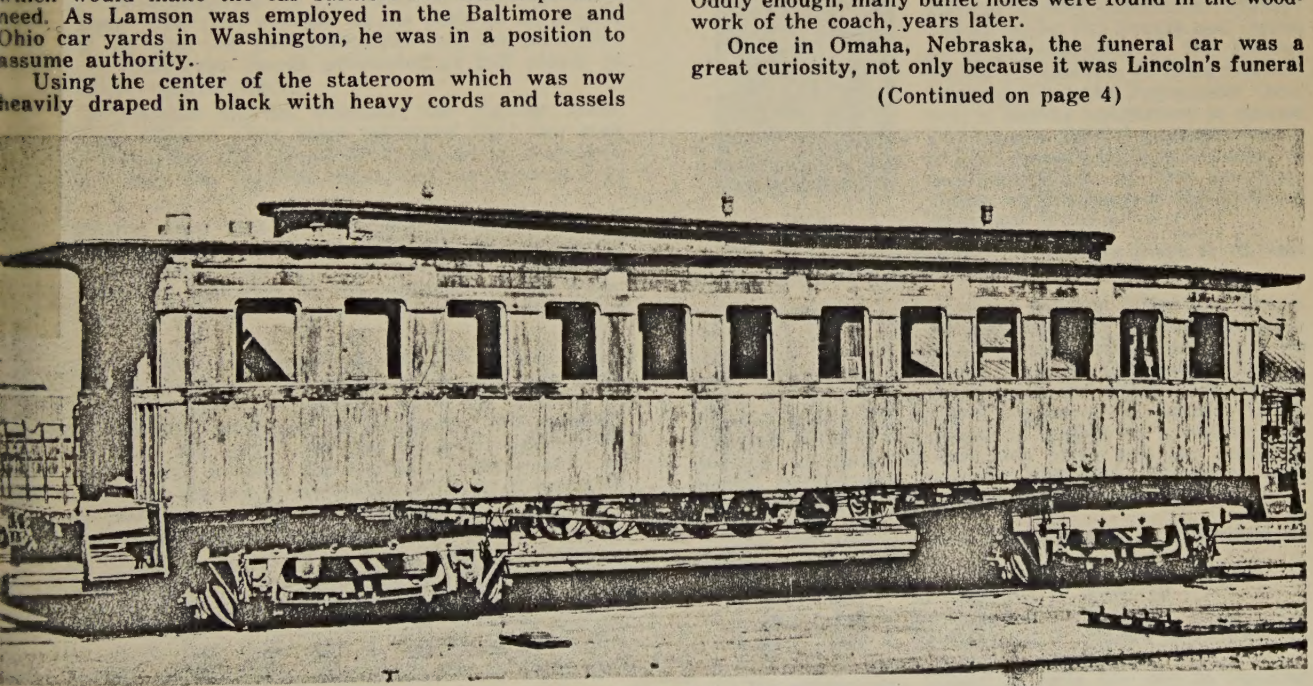
The same day, the train consisting of the funeral coach, baggage car and about four or five other passenger cars, headed by an engine and tender, all heavily draped in black, pulled out of Washington. The train traveled by way of Baltimore, Harrisburg, Philadelphia, Jersey City, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago, arriving on May 3, at Springfield. At Springfield the car was switched to the Chicago and Alton yards where it remained for some time. Later on, the car was returned to the Military Car Shops in Alexandria.

In June of the same year the car was used to convey to Albany, New York, the remains of Mrs. William H. Seward, the wife of the Secretary of State, who died on the 21st of the month, in the capital city.

With the close of the Civil War the government put a great amount of its railroad material in the hands of an auction firm in Cincinnati, Ohio, and a part of the rolling stock was the Lincoln funeral car. Sidney Dillon, who was then president of the Union Pacific, was directly responsible for its purchase, although the actual purchase was made after spirited bidding by T. C. Durant, first vice-president of the U. P. Possibly Dillon appreciated the historical significance of the car, but one of the reasons they wanted this armored coach was to convert it into a pay car to avert the danger of outlaw attacks. Oddly enough, many bullet holes were found in the woodwork of the coach, years later.

Once in Omaha, Nebraska, the funeral car was a great curiosity, not only because it was Lincoln's funeral

(Continued on page 4)



THE FUNERAL CAR

This Union Pacific Railroad photograph of the dilapidated funeral car was made after its conversion into a passenger coach with two, four-wheeled trucks, instead of four.

"THE INFELICITIES OF LOOKING LIKE BOOTH"

While Lincoln's assassin was still at large, the *New York Tribune* of April 20, 1865 carried on its front page a startling story entitled "Booth In Pennsylvania." This wild rumor prompted Governor A. G. Curtin to issue a proclamation offering a reward of $10,000 for the arrest of John Wilkes Booth, if captured in the Keystone State.

The account of Booth in Pennsylvania was featured in *The World*, New York, N. Y.; in its April 21, 1865 issue. The story originated at Reading, Pennsylvania, on April 19, when it was believed that Booth was a passenger on a train that left that city at 6:00 p.m. for Pottsville.

A Reading citizen said that he first saw the suspected person in a saloon on Tuesday night in company with another, drinking freely. He followed the man until he got upon the moving train. At this point, the Reading man boarded the departing train and shook hands with the suspect and asked him "whether he was going up in the train." Upon his answering that he was not" he explained that he would be back in Reading in a day or so. The stranger, during the course of the conversation colored-up several times, and appeared annoyed and desirous of avoiding observation.

The citizen, whose name was not revealed, said he was positive that this man was Booth, because he had known the actor for several years. Just as the train left the station the loyal citizen jumped off the passenger coach and notified several officials of the railroad. His failure to give the alarm at once was an annoying development with which the officials had to cope in effecting the capture.

Corroborating the amateur sleuth, Mr. Lyon, a United States detective, said that Booth actually came to Reading by train. Furthermore, the detective stated that Booth had been in Reading all day. Mr. Lyon, assisted by Mr. Miller, another detective, proceeded to trace the assassin. They followed him to the depot and ascertained that a man answering Booth's description got on the train which had left for Pottsville.

These developments were immediately made known to Mr. G. A. Nicholls, Superintendent of the Philadelphia and Reading Railroad. The first move to apprehend the fugitive was to telegraph to Port Clinton. Unfortunately, the telegraph operator was not at his post, so an engine was fired up, and the two detectives and the man who claimed to have seen Booth proceeded at full steam to overtake the regular train.

The locomotive did not overtake the regular train, but at Port Clinton they were informed that the man they described had gotten off the train at that station. But which way the fugitive went, no one appeared to know.

Telegrams were sent to all points along the line of the road, because the detectives did not know whether or not this elusive man took the Catawissa train. A dispatch was also sent to Tamaqua, to the conductor of the train. Meanwhile, Port Clinton was searched with "a fine tooth comb."

Detective Lyon next received a telegram from Conductor Bright, at Catawissa saying: "No such man came through on my train." However, upon the arrival of another train at Tamaqua, the conductor telegraphed: "The man is on the train." Another telegram was hastily sent to the next station for further information and with orders for the man's detention. The chase had now narrowed down in one direction and Mr. Lyon was fully satisfied that the elusive fugitive was Lincoln's assassin.

Lyon issued a description of the man as follows: "About five feet eight inches in height; black hair, cut short and inclined to curl; short black mustache; had cotton in both ears; wore a white felt hat; had a piece of crape on the left arm; wore a Lincoln badge on the right breast in mourning; and had on a black coat with common blue military pants."

G. A. Nicholls, the Railroad Superintendent, reported to S. Bradford, Esq., regarding his part in the investigation in a letter written at Reading on April 20:

"On my return from Pottsville, the representations to me last evening were such that I sent a special engine to Pottsville, after the up-evening passenger train; but the man had left the train at Auburn before the telegram could reach it. He then walked back to Port Clinton after dark, and stole his passage to Tamaqua on one of our coal trains last night. He is now caught at Tamaqua, where we telegraphed to look out for him, and will be held until identified. There has been some ground for suspicion that it is Booth."

With the suspect in custody, the man who said he knew Booth and had seen him in Reading, was taken before a justice of the peace to make an affidavit of his knowledge. At this point, the cloak-and-dagger affair became a farce. The citizen of Reading swore that he had only seen Booth once, and that was seven years ago in a theatre in Baltimore. What was more surprising, he did not now believe that the person apprehended at Tamaqua was Booth. Yet, heretofore, he stated positively that the man was Booth and that he knew him intimately. Needless to say, the alleged assassin whose name was not revealed, was released.

The account of this incident is of no historical importance, except to indicate the apprehension of the American people while Booth was a fugitive. In every community, any strange man resembling the handsome actor, was immediately under suspicion, until he could prove his innocence. Scores of innocent people were arrested and held temporarily until proper identification could be made.

One reputable Massachusetts citizen was mistaken so often for Booth, that he remained at home until the assassin was captured. The assassin was also "recognized" in Greensburg and Franklin, and in two other Pennsylvania towns. Then he was "seen" in Brooklyn, New York, two places in Maryland, and in Ohio, Illinois and Maine.

Perhaps, Pennsylvanians were just a little more concerned than most people about the escape route of the assassin, due to his knowledge of the oil regions of that state where he had suffered some severe losses in speculation.

ISSUE OF 1909 2-CENT STAMP

367

On January 22, 1909, Congress adopted a joint resolution reading: "Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster General is hereby authorized to design and issue a special postage stamp, of the denomination of 2-cents, in commemoration of the one-hundredth anniversary of the birth of Abraham Lincoln."

The stamp was designed in time to place it on sale on Lincoln's birthday, February 12.

A description of the stamp follows: "Size and Shape, the same as of the regular issue of postage stamps; color, red. The subject is a profile, within an ellipse on end, of the head of Lincoln from St. Gaudens' statue. A spray of laurel leaves appears on either side of the ellipse. Above the subject appears the words 'U. S. Postage.' Below, the ellipse is broken by a ribbon containing the dates of Lincoln's birth and the one-hundredth anniversary thereof (1809-Feb. 12-1909), with the denomination in words (Two-cents) beneath."

The two-cent Lincoln of 1909 can be classified as follows:

A 83	367	2¢ Carmine	Perf. 12
A 83	368	2¢ Carmine	Imperf.
A 83	369	2¢ Carmine	Bluish paper Perf. 12

This stamp was issued in coils for use in vending and affixing machines. These private perforations are by the U. S. Automatic Vending Co., Schermack, Mail-O-Meter and Brinkerhoff.

E FUNERAL CAR (Continued from page 2)

ch, but because it was considered the finest railway ever constructed. Many thousands of people visited car shops to see it. After the car ceased to be a iosity, it apparently received, during the next three ades, very rough treatment.

In 1892 a company of men from New York sent an nt to Omaha with a proposal to purchase the car so to exhibit it at the World's Fair. Satisfactory terms ld not be agreed upon and the project was abandoned. e agent, in the beginning of the negotiations, desired have proof of the authenticity of the car and while sale was effected, Mr. I. H. Congdon, for many years ster mechanic of the Union Pacific Railroad, in a gthy letter to E. L. Lomax, general passenger agent the road, recorded a detailed history of the car:

"The famous car was brought to Omaha in 1866, d was purchased for the Union Pacific by T. C. Durant. dney Dillon manifested great interest in the car in the rly days of the road. I was in charge of the locomoe department of the Great Western Railroad of Illiis, at Springfield, during the war, and was there at e time president Lincoln's remains were brought there. he car had been used as the funeral car, and stood in e railroad yards during the time that Lincoln's body y in state in the capitol building, and we had an portunity of examining it closely. I remember identiing it as the same car when it came here in 1866. hen first brought to Omaha it was used as a private r by the directors, but on account of its extreme eight and the manner in which it was mounted, it rode poorly that they soon abandoned it. I have been over e road with Mr. Dillon in the Lincoln car, and heard im speak of it as being the one that the president used uring the war, and in which his remains were brought Springfield. Mr. S. H. Clark, now president of the nion Pacific, stated to me a good many years ago that Mr. Dillon desired some of the furniture of the car aken out and sent to New York and I saw that this request was carried out.

"The car was built as nearly as possible to suit Mr. Lincoln's idea and was so peculiar in construction as to give it individual characteristics."

A great many of the original furnishings of the car re today preserved in the Union Pacific Historical Museum, including the silver service, walnut bookcase, desk, and couch. One early account of the funeral car states that George M. Pullman secured some of the landscape paintings on wooden panels which were between the car windows. Pullman is said to have kept some of the best of the panels and presented others to his friends.

When the Union Pacific officials used the funeral car as their private coach, a special building was constructed at Omaha to house it while not in service. Finally, it was sidetracked and used by the Union Pacific division superintendents to live in, and in 1870, it was sold to the Colorado Central Railroad Company at the time of the construction of that road to Golden, Colorado. The funeral coach was then converted into an ordinary day coach for passenger service between Denver and Golden. Its reconditioning for passenger service likely consisted of stripping out its fine interior and mounting it on two, instead of four, four-wheeled trucks. In 1878, the Colorado Central Railroad was absorbed by the Union Pacific and the car came back under the management of that road.

Eventually, this "palace on wheels" was sent out on the mountain division of the Union Pacific, and was used as a dining-car for a construction gang.

An observer in 1893 saw the funeral car on a sidetrack under the Eleventh Street viaduct in Omaha. It had just arrived from North Platte where it had been for years. Painted along the top of the car were the words, "Colorado Central Railroad," while beneath the window there was painted, "work train." It was so worn with age and abuse in 1893 as to be almost beyond recognition as once the world's finest "parlor car."

The purpose in bringing the car to Omaha was to give it a thorough overhauling and to put it in the same condition as it was in 1865. Then it was to be taken to Chicago for exhibition at the World's Fair. Needless to state, the reconditioning of the car was not extensive.

The car was exhibited at Chicago in 1893, at the Trans-Mississippi Exhibition at Omaha in 1898, and at the St. Louis World's Fair in 1904. In 1898 the Railway Company placed the car on exhibition in the Transportation Building at the Omaha Exhibition. It was said to have been seen by 1,250,000 people and the famous relic was damaged considerably at this time by vandals. However, for many months it stood on the tracks near the railroad shops as cast-off rolling stock.

In 1900, the negroes of Omaha proposed to have the city council appropriate money to secure the car and have it restored as nearly as possible to its original condition. Further plans were to have it housed permanently in a special building. This movement was headed by Dr. M. O. Rickets, a negro physician. Mayor Moores, a Civil War veteran, looked upon the idea with favor, but these plans did not materialize.

In 1903, the funeral car was purchased from the Union Pacific Railroad Company by Franklin B. Snow. Snow exhibited the car in the Lincoln Museum at the St. Louis World's Fair in 1904. The $15,000 museum building was erected just north of the Illinois State Building and near the great ferris wheel.

The *St. Louis Republic*, of May 1, 1904, made the following comments about the historic car: "Of all the interesting exhibits at the World's Fair, there is none that has created more general attention or is viewed with a greater affection and reverence than the old 'Lincoln Car' since its arrival and installation in the Lincoln museum, World's Fair grounds. None of the visitors at the museum who have had the privilege of seeing this sacred relic go away without gazing at the old coach for some time with evident affectionate interest, and very few look at it save with uncovered heads.

"Although the car now is in a dilapidated condition, plainly showing that it has been abandoned to the cold storms of winter and the sun's hot rays of summer for too many years, it is still the car that was used to bear the remains of President Lincoln from Washington, D. C. to Springfield, Ill. for interment. Time has made sad changes within and without. From a beautifully decorated exterior, its sides are cracked and weather-beaten. Inside the several compartments, fine furnishings have been removed and the elegant crimson colored silk with which the entire insides were tufted and upholstered has been removed by the hands of vandals. Yet for all of this it is the old private car of President Lincoln—the only coach ever built by the United States Government for the use of a president and cabinet. The visitors who see it recognize in it a national treasure of incomparable value and rich association."

On October 5, 1905, an unidentified newspaper carried a story to the effect that Lincoln's private car was standing on a sidetrack in the Chicago and Alton Railway Yards at Joliet, Illinois. The statement was also made that the custodian of the car had offered to give it to the Lincoln Park Commission of Chicago. However, Snow exhibited the car in various cities after the World's Fair was closed. In an advertising folder he suggested that "upon the moment of the arrival of this sacred relic in the city fourteen salutes from cannon will boom forth a welcome—one for each letter forming the name ABRAHAM LINCOLN, and one following each hour throughout the entire day."

In the fall of 1905, Snow sold the car to the Hon. Thomas Lowry, who presented it to the city of Minneapolis, Minnesota. The car arrived in Minneapolis in late October, 1905 and was placed on exhibition in a railroad yard. On March 18, 1911, the grass in this area caught fire and the car was reduced to a twisted mass of iron and charred wood.

A model of the Lincoln car is now on display at the Union Pacific Historical Museum. It was constructed by the employees at the Omaha shops. Aside from pictures and photographs of the historic car, the model at the Museum is the only tangible record left of a fabulous project in railway history.